

SUMMARY

Prepared by Peg Hanna



Diesel Initiatives On-Road Workgroup Meeting

Held July 27, 2005 from 10:00-12:00

Meeting Location: DEP, Trenton

Meeting called by: Peg Hanna

Facilitator: Melinda Dower

Materials:

1. Further information on inventory
2. EPA guidance on incorporating voluntary mobile source measures into SIP

Introduction/Announcements.

1. DEP reminded everyone that the purpose of the workgroup is to develop a menu of control strategies to be submitted to Commissioner Campbell for consideration as the DEP develops its State Implementation Plan. The workgroup will evaluate each strategy based on technical and economic feasibility and environmental and health benefits, but will not eliminate any strategy. DEP will pen the report, but the report will be the voice of the workgroup, not the voice of the DEP writers.
2. DEP distributed a boilerplate chart that will be used for recording each of the strategies discussed.

Discussion

Topic 1: Review of inventory information distributed by DEP on July 15, 2005.

Discussion: Question as to whether we compare the monitoring data to the inventory projections for each county. DEP responded that generally we don't unless there is a red flag, as there is with wood burning stoves. DEP also explained that diesel particulates don't have a signature per se so it can be difficult to distinguish diesel particles from non-diesel particles. Burlington County mentioned that their data on the number of garbage trucks in the state are different than NJDEP's data and they will submit their information to NJDEP. DEP distributed an additional chart regarding the on-road inventory, as well as definitions of the different on-road categories.

Topic 2: Boilerplate template for recording ideas.

Discussion: Recommendation that we need to consider the health impacts of each measure. DEP responded that health impacts would be considered under the "environmental benefits" and the "EJ" category. Recommendation that the template be modified to distinguish between local versus statewide measures; mandatory versus voluntary measures; and episodic/seasonal strategies.

Topic 3: Discussion of strategies proposed by the Center for Clean Air Policy and e-mailed to all participants on July 27, 2005.

Discussion: See strategy chart for comprehensive list of each item discussed. Specific discussions not captured on the chart are as follows:

1. Accelerated Vehicle Retirement (AVR) Programs:
 - TIAXX Consulting spoke of their experience in implementing an AVR program in California. Most people participating in the program are independent owners/operators as opposed to fleets. The cost effectiveness is \$9000 per ton of Nox removed (assuming a 5 year life of new vehicle) and they are currently working to calculate PM cost effectiveness. The program pays 2/3 the cost of a "newer" truck including tax, license, etc. and they are considering adding retrofits to the "newer" trucks so that the environmental benefits are even greater. Current benefits are 40% Nox and 87% PM reduction per vehicle. Much of the funding for this program comes from a lawsuit settlement with the port. Working to install GPS on replacement vehicles to determine whether they're traveling within the air basin. Pre-84 is the criteria for trading in a truck, but the program may be expanded so that pre-87 are eligible as well.
 - The NJ Motor Truck Association mentioned that the average container movement at the NY/NJ port is 100 miles or less.
 - Question regarding the number of pre-84 vehicles in the state. DEP responded that there were a few hundred. *Clarification: Based on information from the diesel inspection and maintenance program, there are approximately 4000 vehicles that are 1984 and older and 450 that are 1974 and older.*
2. Mobile Source Credit Trading Program: Would a NJ program have to be EPA approved? DEP responded that it wasn't sure.
3. Biodiesel:
 - CARB is encouraging biodiesel in combination with tailpipe controls and MECA (Manufacturers of Emission Controls Association) put out a call for pilot projects using EPA/CARB verified products in combination with biodiesel.
 - Someone in Texas received a grant to use a fuel borne catalyst in combination with B20 blended with ultra low sulfur diesel.
4. Driver Incentives/Training for idling:
 - Add question regarding idling regulations on Commercial Driver License test.
 - NJ Motor Truck Association recommended a partnership with EPA's Smartway Transport Program, which encourages companies to implement energy efficiency measures.
 - Suggestion to install detailed "No Idling" signs at commercial fueling stations (to target independent owner/operators) and fleet fueling stations.
 - Need to specifically target out of state drivers since they're unfamiliar with regulations so post at truck stops along Turnpike where out of state drivers usually congregate.
 - NJDOT to determine whether we can install signs when enter the state or on electronic message boards above certain roadways. *Answer: Initial feedback from NJDOT was that the Welcome to NJ sign is the most appropriate message to convey to motorists entering the state and a No Idling sign is not useful on a highway (it's better suited to a truck stop or other location where vehicles are idling). In addition, electronic message boards are reserved for Homeland Security issues. DEP postscript: DOT has recently approved the use of these signs to convey information regarding bad air quality days.*
 - Need incentives for local police to enforce idling. Do locals keep the penalties? DEP wasn't sure. *Answer: Yes, the police retain the penalties.*

Wrap-up

Next meeting is Wednesday, August 10 at the Burlington County EcoComplex from 10:00 a.m. to 1:00 p.m. Directions can be found at: http://www.ecocomplex.rutgers.edu/about_us_directions.php

Conference call information is as follows, but keep in mind that there is a maximum of 6 callers allowed:

Call-in # (609) 826-3600

Bridge # 19205

Password # 456789
